The Messenger.

JACKSON & BELL COMPANY.

TERMS OF SUBSCRIPTION.

'The Daily Messenger, by mail, one mar. \$7.00; six months, \$3.50; three menths, \$1.75; one month, 60 cents. Berved in the city at 60 cents a menth; one week ,15 cents; \$1.75 for Tree months or \$7.00 a year.

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FRIDAY, NOVEMBER 5, 1897.

VICTORY

The people have been extremely long suffering. But they have begun in one year after McKinley's very unfortunate election to weigh him and his unfaithful, treacherous party ir the balances, and the signs are as we write that they have been wanting in those principles, qualities and actions that give promise of stability to free institutions and of prosperity and glory to the country. The people-not bosses and magnates and office holders and plutocrats-have grown weary and despondent under po-Fitical miscarriages and official timeserving. They are disappointed, disgusted and indignant. They feel dispoiled and deceived. Promises have been completely forgotten. The fruits of political pledges have turned to rottenness and like the fabled Dead Sea fruit have been turned to ashes on the lips. The people are not fools or geese. They learn to know and to distrust betrayers, and are ready then to apply the remedy and to discipline the deceivers. Aroused and angry they spurn their oppressors:

"You must not think, That we are made of stuff so flat and dull,

That we can let our hearts be shook with danger,

And think it pastime."

The people are in revolt against the bosses. Look at the results of Tuesday so far as we know them on Wednesday. The indications seem to warmnt the conclusion that the democrats -the only real and faithful party of the people-are victorious in many places and states where they were defeated in 1896. The news as a whole is joyfully stirring and causes new hope and a fresh courage to fill the great democratic heart.

Tammany swoopingly victorious in Greater New York and Virginia. Gains In Boston, in Detroit, in Baltimore, in Louisville, in Cincinnati, in Akron, O., in Mansfield, O., in Providence, R. I., and perhaps in other cities. They have gained in New York state, in Kentucky, in Iowa, in Pennsylvania, in Rhode Island, in Nebraska, in Ohio. They have lost in some states and perhaps in some cities, but the wave of success sets steadily towards the democratic shore. Maryland is probably lost again and the Baltimore Sun is mainly responsible for it. If Kentucky is again republican it is owing to the treachery of Henry Watterson and his flopping newspaper, the Louisville Courier-Journal, that has turned tail against almost every thing it ever taught or represented. Our readers will receive additional news with this that may be of still more encouragement to the cause of democ-

AN EXPERT ON THE CIGARETTE

We have noticed lately some statements in newspapers as to the decrease In the drinking habit. The statistics of consumption in Europe and the United States do not justify this cheerful view, if we are not much mistaken. These talks of a lessening evil is much like the occasional outburst of the has announced that the guessing part press that crime is diminishing. Do not attach too much importance to be overhauled. It very much needs it. such statements. Dr. Leslie E. Keeley. the famous expert, is talking again of ery fails to work without friction, the dreadful cigarette habit that undermines the constitution of so many guessing has been distressing, annoythousands of the youth of our own land, and sends so many to premature graves. The Washington Post reports him as saying:

"There is the horrible eigarette habit, that gets hold of our young boys and destroys them physically and mental- the final output of the crop the year | October in the Greater New York a ly. The best type of a decadent is found in the cigarette fiend. He wakes up in the night to indulge in his inhalation of tobacco, mixed with opium and wrapped in paper bleached with arsenic. Before breakfast in the morn-Ing the same solace is a necessity. If the evil ended there it wouldn't be so bad, but it is the prolific source of a swarm of worse evils. To my mind cigarette smoking means degeneracy, and I would like to see the most stringent legislation on the subject in every state in the union."

If half that is said against cigarettes is true by physicians in the east, west and south, what must be thought of the fellows who make these poisonous destructives? What about the huge cigarette trust, in so much favor with a certain type of religionists? Is it better or worse than distilling mean whiskey? The cigarette puts in its baleful, deadening work earlier in life. It digs under the physical foundations of youth in the formative state before the full vigor is established. It fixes a terrible habit upon the young life and keeps it in leading strings and dooms It to early blast and then the grave. It is an horror to be shunned, to be despised. The Charlotte Observer says timely and pungently:

The cigarette gets in its work quietbut surely, and it binds its victim th a chain as strong as any ever is the one the country will be called upon to do battle against. If ever anything needed suppression by legislation, the cigarette does. When we come to think of the matter, it is surprising that so little concern has heretofore been manifested over the existence of this evil in our midst."

HOME FOLKS.

According to The Charlotte News the total output of gold for North Carolina in 1897 will not exceed \$50,000. That is an underestimate we may suppose. The reports from mines are altogether misleading if the above figures are near the mark of production.

The Durham Sun represents wagons making for that town as "stuck in the mud." One farmer had to leave his wagon out in the country mired down. He said he didn't know whether it would be there when he got back or not. Some teamsters have had to help one another out of these difficulties. This often happens near other North Carolina towns and all through the winter months. The public roads are both a burden to travelers and haulers, and a positive disgrace to the intelligence and economic sense of the people. A good roads revival is needed in this state that is asleep as yet to their utility and necessity. It is astonishing that people are so slow to learn as to their own best interests. It is so not only in the country districts, but in the towns also.

HOW LONG

The Boston Globe has this: "Think of it! Great Britain, without pound of native raw cotton, spins and weaves over 77 per cent. of the cotton goods that are purchased by other nations, while this country, producing over one-half of all the cotton grown in the world, supplies less than

It thinks properly that this state of affairs is very discreditable to American enterprise. It wants to know what cotton manufacturers and others are going to do about it? If Scotland had great advantages over England in cotton milling by reason of production of the cotton, having the water power, having cheaper labor and so on, how long would the English cotton spinners keep away from Scotland and stick to their old methods and losing ways? They would go in, place their plants and work with the Scotchmen in neighborly competition The south has great advantage over New England and New England at last knows it. What keeps New England capital and enterprise from entering the south but sectional prejudice begotten of slavery and war and ignorance. Scotland and England waged wars against each other not once, but often. Take the example and learn how to forget and to co-operate. It is the conquerer who generally is the last to forgive. Think of the wisdom and greatness of Great Britain manufacturing 77 per cent. of the raw cotton of the world not making a pound itself. Then think of this vast country so rich in resources and in men paying constant tribute to England and contenting itself with producing more than half of the raw cotton in all the world and manufacturing less than 5 per cent. of the whole. It is a full rival to the course of North Carolina selling her rich and varied woods to the north to be manufactured into furniture, carriages, buggies, wagons, etc., and to be resold to our people at four or five hundred per cent. profit. Or with our fertile lands and long and favorable seasons, and yet failing to grow our vegetables and bread stuffs and fruits have to depend on the cold north or distant California or the northwest. There is nothing to redeem such a course from unmitigated

GUESSING AT CROPS

Attention was recently called to the government guessing and the guessing of imagined or pretended experts as to growing crops. It was stated that the errors were not only of the misleading, but large. Secretary Wilson of the agricultural department is to The shop is out of order, the machinguessing is at a discount. The bad ing. Think of this: in the last six years the actual wheat crops of the United States have averaged about 60,000,000 bushels more each year than the government estimates of the crops. If the guessers had taken any year before and added or detracted 10 or 15

A LITTLE SUFFERER

Face, Hands and Arms Covered With Scrofulous Humors-How a Cure Was Effected.

"When five years old my little boy had scrofula on his face, hands and arms. It was worst on his chin, although the sores on his cheeks and hands were very bad. It appeared in the form of red pimples which would fester, break open and run and then scab over. After disappearing they would break out again. They caused intense itching and the little sufferer had to be watched continually to keep him from scratching the sores. We became greatly alarmed at his condition. My wife's mother had had scrofula and the only medicine which had helpd her was Hood's Sarsaparilla. We decided to give it to our boy and we noted an improvement in his case very soon. After giving him four bottles of Hood's Sarsaparilla the humor had all been driven out of his blood and it has never since returned." WILLIAM BARTZ, 416 South Williams St., South Bend, Indiana.

You can buy Hood's Sarsaparilla of all druggists. Be sure to get only Hood's.

erged by whiskey. The cigarette evil Hood's Pills care liver lile; care to take

per cent, according to favorable or unfavorable reports at a given time, the so-called estimates would have been nearer the mark than those attained. As conducted the guessers are of no particular value whatever. They only serve to bring ridicule upon the department as but little confidence is reposed in the guesses. While the private crop bureaux may not be much better, they are surely no worse. The wild guessing is not the limit of official guessing. It is complained that the information respecting foreign crop conditions which he supplies is always a month old-some times more than that. In these days, when changed crop conditions anywhere in the world are promptly cabled to all the central grain markets, it is folly for the department at Washington to waste time and money disseminating every month reports of European crops that have come across the ocean by mail and lain in the office at Washington a week or two before their publication. As a practical example of miscalculation we see it mentioned as to the guessing in one state, Nebraska. The government "experts" reported the wheat crop of that state at 21,000,000 bushels for this year. The state report issued a week or so since makes the yield 33,000,000 or 36 per cent. more—a difference in one state of 12,000,000 bushels.

THE PROBABLE FATE OF ANDREE

We can recall the great anxiety in what it should be. Great Britain when Sir John Franklin and his crew were believed to be lost in the frozen north seeking explorations. The whole of that country was aroused in deepest interest, and the civilized world was sympathetic and the newspapers teemed with rumors and discusisons. It turned out that the hardy, brave men had been indeed lost. This occurs to us as we read of the growing silence as to Herr Andree and his bold balloon voyage to the Polar regions. After many false reports as to pigeons being found that had been the hope of the coming of He says: some ship in which to return home or is he making his way back towards civilization on a sledge? It is said to be sixteen weeks since he began his fearful voyage for the polar sea or basin in his aerial and frail ship. He went prepared with provisions, sledge and boat. We must hope that a merciful Providence has been over him shielding, guiding, saving him from death, with his two companions, in the awful region of unbroken ice. He may be alive. It is not yet soon enough to abandon all hope. Other navigators have been rescued after disappearing for a year or longer. Let us trust that it may be so with the venturesome and brave voyager who had great misgivings as to the result of his attempt and taking life in hand went forth upon an adventure filled with peril and with probably death awaiting him. The New York Tribune scays of the outlook for Andree:

"It is not surprising that no tidings have been received from him. There was no reason to expect any until he himself brought them. It is scarcely conceivable that his carrier pigeons could make their way back to Europe. If he sent any they probably perished before they got half way back. Nor would the cork bouys he was going to drop into the sea meet with a much better fate. There are few vessels in the Arctic Ocean to pick them up, and a year may elapse before they drift through the ice encumbered expanse to the open and frequented waters of the Atlantic or Pacific. There have been numerous announcements that he had been heard from, but all have proved still, of course, ground for hope, but cate. that, with patient waiting, is all. Search and relief expeditions are out of the question, for there is absolutely no means of telling at what point on the great circle of the Arctic limits he is most likely to be found. Nor, in happy truth, is there any telling what day he may emerge from the northern Sahara, safe and sound, and with unmatched Saga on his lips."

SNAPS.

Mark Hanna pitches into Bryan and insinuates that he is a criminal and should be put in the penitentiary. Now let Bryan give his opinion of Mark's deserts. The country at large believes he is a scoundrel and should now be breaking rock in striped clothes.

We neglected to mention that on 28th murderer named Fritz Meyer, who killed a policeman who was attempting to arrest him, came near losing his life by hanging by a mob. The angry crowd sh outed "hang him," "hang him," and they were ready to do it but for protection afforded him.

Compulsory education is a fad up north and with fanatics of a certain sort in the south. In Philadelphia they have thirty men and five women hunting absentees from schools and are paid \$2 a day for this work. The Bulletin of that city says of the school committee that they would "better first look after the many who are not now properly cared for in the schools than to crowd them with those whom the city must pay its truant catchers \$2 a day to force into the class rooms."

Tarboro Southerner: On Thursday last a shocking accident occurred on the farm of Mrs. Lucy Staton, which resulted in the death of the victim, a colored boy named Dan Whitehead. His father was having some cotton ginned at Mrs. Staton's gin and the boy was directed to remove some seed which were blocking the egress of the cotton. In some unexpected way he was caught up and carried into contact with the gin saws which cut and lacerated him from head to foot, the calves of his legs being completely torn away, his arms broken and scarcely a square foot of his body untouched by the whirling saws.

Solid Truthee The use of mourning envelopes does

not render a person liable to arrest for blackmail. About the only difference in a saloon and in a cafe is in the prices charged for drinks.

Some statesmen are self-made, but the majority of the politicians are machine-made. If you start on a journey and forget

to take an umbrella with you it's a sure sign of rain. There are unlimited opportunities for a man who is determined to make a

fool of himself. Some men are indifferent as to what others think of them; but what they say of them is another matter.

The sensible man never complains.

If he break his leg he is always thankful that it isn't his neck. It's a poor recommendation for her biscuit when a poor widow tells how fond her late husband was of them. A baseball nine is called a team, but what the team sometimes calls the

umpire wouldn't look well in print. A man likes to refer to himself as an idiot at times, but it makes him mad if anybody agrees with him. A girl never tries to extinguish the

spark as long as a man has money to Some people are like one-legged milk stools-no good unless sat upon. The man who never argues with women, children or fools has but few

arguments. A milionaire has a better show in this world than the average theatrical

The swan always sings before it dies and death often ends the mosquito's

When a wife puts on too many airs the atmosphere of her home is not An ounce of prevention is not worth a pound of cure in the pork-packing

There is something wrong with the woman who talks only when she has something to say. An insurance policy often makes a

man more valuable after death than during his life. Don't think because a man is always harping on the idea, that he is a born

New England in the Pacific

(From The Indianapolis News.) The most important part of Senator Morgan's brief interview is his apsent out by the bold navigator of the proval of the plan which contemplates skies. Is Andree lost and has he found the conferring of statehood on Hawaii a stopping place where he can await in as soon as possible after annexation.

> "Hawaii is certainly going to be a state. But whether it will be at the time of its annexation or later remains to be seen. Should it be annexed as a territory, the Hawaiian commissioners will recommend that the islands be admitted to statehood and a special act

> of congress would undoubtedly follow." What do the people think of the possibility of having two senators from Hawaii, representing only a little more than 100,000 people? Two senators, one representative and three electoral votes from a rotten borough two thousand miles out in the Pacific! That this would be the necessary consequence of annexation is clear. We cannot expect to hold any part of our domain perpetually as a territory, for ours is a government of states. But if it were possible, theoretically, to keep Hawaii out of the union of states, the demand for its admission by the political party interested in securing control of the senate would be so strong as to make successful resistance impossible. The two aditional senators and the three electoral votes would be powerful arguments for the admission

of the state of Hawaii to the union. And Senator Morgan admits frankly that annexation will involve statehood. He is right; but the other annexationists have not been so frank. They have talked wisely about some special form of government, and have repudiated the suggestion that it would be necessary, if we annexed Hawaii, to take it into the union as a state. Evidently they have feared that the people would oppose annexation if they had any reason to believe we were to have a state of Hawaii. We believe that these fears are well grounded. There are many people who would be willing to see these islands held as a sort of imperial province, who would shrink from clothing them with statehood. Senator Morgan has advanced false, and today his fate is as impene- a strong argument against the policy trable a mystery as ever. There is of which he is so determined an advo-

Teach Them This

To learn to respect the perfection of things is of infinite value to a child. If it is a flower, to shelter and try to keep it alive, never, wantonly to pluck and fling away a blossom; if it is a book, not to deface or mar it; if it is a wall, not to mark or deface it; if it is a smooth rolled lawn, not to litter it with rubbish or deface it with wheelmarks. To learn to wait patiently; all their lives long they will give thanks for having been taught how to do this. How many a pleasant talk has been interrupted, how many an otherwise helpful visit has been lost by a teasing, pulling child, tormenting its mother either to listen to its emands or to go

The whole of its life lies in what the child learns of these things, and it must either grow into selfish manhood or womanhood, or to have the evil E. ST. JOHN, beaten out by the hard and bitter teachings of the world in which it was meant to be happy and useful, rather than to begin thus late to learn that we cannot live unto ourselves.

Greensboro Record: Mr. Hanner brought in today specimens of a second crop of strawberries, which are growing on his place near the Normal. They are just as large and nice as any berries of the first growth, though the supply is

for the change taking place that the finel

hour is robbed of all

Danger. Its use insures safety to the

life of both mother and child, and makes

child-birth easy and recovery more rapid.
"Mother's Friend" is the greatest

remedy ever put on the market, and all our customers praise it highly."

Sent by Mail on receipt of price. St PER SOTHS Book "To Expectant Mothers" mailed from

W. H. KING & CO., Whitewright, Tex.



S. S. CROATAN.....Saturday, Nov. S. S. ONEIDA......Saturday, Nov. 13.

S. S. CROATAN.....Tuesday, Nov.

through rates guaranteed to and from points in North and South Carolina.

For Freight or Passage apply to H. G. SMA LLBONIA.

The Prinseton Inn

(From The Philadelphia Ledger.) The liquor question is such a burning one at Princeton that Prof. Charles W. Shields, of the university, has decided to sever his conection with the Presbyterian Church because of what he considers "unjust, unconstitutional, and defamatory action" of Presbyterian official bodies in criticising him for signing a petition for a liquor license. The license was for a new inn. not diectly connected with the university, but understood to be an effort to draw away the students form low drinking saloons and worse resorts by giving them a place where they could have respectable surroundings and obtain liquor in moderation, but not in excess. It is a new phase of the old contest between prohibition and restriction of the liquor traffic, and the outcome will perhaps give some indication of the drift of public sentiment, if it does not furnish testimony to the merits of the question itself.

C. F. & Y. V.

Schedule in Effect October 10th, 1897.

TRAINS LEAVE WILMINGTON. DAILY. Arrives Fayetteville 11:10 a. m. 8:00 a. m. Sanford 12:50 p. m., Greensboro 3:20 p m., Walnut Cove 4:49 p. m., Mt. Airy 6:45 p.m. Connects with Southern Railway at Greensboro. Arriving Salisbury 8:50 p.m., Asheville 12:12 a. m., Knoxville 4:00 a. m., Chattanooga 7:40 a. m., Nashville 1:35 p. m.,

Charlotte 10:00 p. m., Atlanta 6:10 a. m., Danville 12:00 night, Lynchburg 1:58 a. m., Charlottesville 3:35 a. m., Washington 6:42 a. m., Baltimore 8:00 a. m., Philadelphia 10:15 a. m., New York 12:43 p. m.

TRAINS ARRIVE WILMINGTON. DAILY. From New York, Philadelphia, 7:20 p. m. Baltimore, Washington, Charlottesville, Lynchburg, Danville, Mt. Airy, Walnut Cove, Greens boro, Nashville, Chattanooga Knoxville, Asheville, Salisbury,

North, South and West. LOCAL FREIGHT TRAIN NO. 8. Leave Wilmington 2:55 p. m., arrives

Fayetteville 9:15 p. m. Passenger Coach attached to this train. Connections at Fayetteville with At lantic Coast Line, at Maxton with the Carolina Central Railroad, at Red Springs with the Red Springs and Bowmore Rail. road, at Sanford with the Seaboard Air Line, at Gulf with the Durham and Char lotte Railroad, at Greensboro with the Southern Railway Company, at Walnut Cove with the Norfolk and Western

W. E. KYLE, Gen'l Manager. Gen'l Pass. Agent.



Schedule in Effect May 30, 1897.

Train 41.-Leaves Wilmington 3:20 p. m. arrives Lumberton 5:26 p. m., Pembroke 5:46 p. m., Maxton 6:12 p. m., Laurinburg 6:23 p. m., Hamlet 6:53 p. m. Connects at Hamlet with train 41 for Charlotte and Atlanta, and with train 402 for Portsmouth, Richmond, Washington and points

Train 41.-Leaves Portsmouth 9:20 a. m., arrives Weldon 11:41 a. m., Raleigh 3:30 p. m., Sanford 5:03 p. m., Hamlet 6:53 p. m. Rockingham 7:39 p. m., Wadesboro 8:11 p. m., Monroe 9:12 p. m.. Charlotte 10:25 p. m., Athens 3:45 a. m. and Atlanta 6:20 a. Connection at Weldon with train from Richmond and all Northern points. Pullman sleeper, Portsmouth to Nashville,

Train 403 .- Leaves Washington 4:10 p. m., Richmond 8:56 p. m., Portsmouth 8:45 p. m. Arrives Weldon 11:10 p. m., Raleigh 2:07 a. m., Sanford 3:35 a. m., Hamlet 5:10 a. m., Rockingham 5:23 a. m., Wadesboro 5:54 a. m., Monroe 6:43 a. m., Charlotte 7:50 a. m., Lincolnton 10:20 a. m., Shelby 11:18 a. m., Rutherfordton 12:30 noon, Athens 1:15 p. m., Atlanta 3:50 p. m. Connections at Atlanta for all points South and West, Pullman Sleeper, Washington to Atlanta, and Portsmouth to Chester.

Train 38.-Leaves Hamlet 8:20 a. m. Arrives Laurinburg 8:46 a. m., Maxton 9:05 a. m., Pembroke 9:31 a. m., Lumberton 9:53 a. m., Wilmington 12:05 noon. Connects at Hamlet with trains from Washngton, Portsmouth, Charlotte and At-

Train 402.-Leaves Atlanta 1:00 p. m. Arrives Athens 3:16 p. m., Monroe 9:30 p. m. Leaves Rutherfordton 4:35 p. m., arrives Shelby 5:55 p. m., Lincolnton 6:56 p. m., Charlotte 8:18 p. m., Monroe 9:10 p. m., Wadesboro 10:31 p. m., Rockingham 11:05 p. m., Hamlet 11:20 p. m., Sanford 1:02 a. m., Raleigh 2:16 a. m., Weldon 4:55 a. m., Portsmouth 7:25 a. m., Richmond 8:18 a. m., Washington 12:31 noon. Pullman Sleepers, Atlanta to Washington and Chester to Portsmouth.

Train 18.-Leaves Hamlet 7:15 p. m., arrives Gibson 8:10 p. m. Returning, leaves Gibson 7:00 a. m., arrives Hamlet 7:50 a. m. Train 17 .- Leaves Hamlet 8:40 a. m., rives Cheraw 10:00 a. m. Returning, leaves Cheraw 5:00 p. m., arrives Hamlet 6:20

All trains daily except Nos. 17 and 18. Trains make immediate connections at Atlanta for Montgomery, Mobile, New Or-leans, Texas, California, Mexico, Chatta-Nashville, Memphis, Macon,

For Tickets, Sleepers, etc., apply to THOS. D. MEARES, Gen'l Agent, Wilmington, N. C. Vice President and Gen'l Manager. H. W. B. GLOVER, Traffic Manager. V. E. McBEE, Gen'l Superintendent.

T. J. ANDERSON, Gen'l Pass. Agent. General Offices, Portsmouth, Va. The Clyde Steamship Co.

EW YORK, WILMINGTON, N. C. AND GEORGEOWN, S. C., LINES.



S. S. ONEIDA......Saturday, Nov. 6. S. S. CROATAN Saturday, Nov. 13. FROM WILMINGTON.

FOR GEORGETOWN.

S. S. ONEIDA..... Tuesday, Nov. 9. S. S. Oneida does not carry passengers. Through bills of lading and lowest

Mama-Why did you strike little Elsie, you naugthy boy, you? Dick-Well, what did she want to cheat for, then?

Mamma-How did she cheat? Dick-Why, we were playing at Adam and Eve and she had the apple to tempt me with-and she never tempted me-but went and ate it all up herself-Tit-Bits.

ATLANTIC GOAST LINE.

Schedule in J. fect September 22nd, 1897. Departures from Wilmington NORTHBOUND.

DAILY No. 48-Passenger-Due Mag-9:35 A. M. notia 10:59 a. m., Warsaw 11:10 a. m., Goldsboro 11:58 a. m., Wilson 12:43 p. m., Rocky Mount 1:20 p. m., Tarboro 2:58 p. m., Weldon 3:39 p. m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:05 p. m., Washington 11:10 p. m., Baltimore 12:53 a. m., Philadel. phia 3:45 a. m., New York 6:53 a. m., Boston 3:00 p. m. DAILY No 40—Pessenger—Due Magnolia

7:15 P. M. 8:55 p. m., Warsaw 9:10 p. m.,
Goldsboro 10:10 p. m., Wilson
11:06 p. m., |Tarboro 6:45 a. m.,
Rocky Mount 11:57 p. m., Weldon 1:44 a. m., |Norfolk 10:30 a.
m., Petersburg 3:24 a. m., Richmond 4:20 a. m., Washington 7:41 a. m., Baltimore 9:05 a. m., Philadelphia 11:25 a. m., New York 2:03 p. m., Boston 9:00

DAILY No. 50-Passenger-Due Jackexcept sonville 3:58 p. m., Newborn Sunday 5:20 p. m. 2:00 P. M

SOUTHBOUND.

DAILY No. 55-Passenger-Due Lake 4:00 P. M. Waccamaw 5:09 p. m., Chad-bourn 5:40 p. m., Marion 6:43 p. m., Florence 7:25 p. m., Sum-ter 8:42 p. m., Columbia 10:05 p. m., Denmark 6:30 a. m., Augusta 8:20 a. m., Macon 11:30 a. m., Atlanta 12:15 p. m., Charleston 10:50 p. m., Savannah 2:40 a. m., Jacksonville 8:20 a. m., St. Augustine 10:30 a. m., Tampa 6:45 p. m.

ARRIVALS AT WILMINGTON-FROM THE NORTH.

DAILY No. 49-Passenger-Leave Box 5:45 P. M. ton |1:03 p. m., New York ||9:05 o, m., Philadelphia 12:05 a. m., Baltimore 2:50 a. m., Wash ington 4:30 a. m., Richmond 9:06 a. m., Petersburg 10:00 a. m., Norfoik 8:40 a. m., Weldon 11:54 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:13 p. m., Warsaw 4:02 p. m., Mag. nolia 4:16 p. m.

DAILY No. 41-Passenger-Leave Bose 9:30 A. M. ton 12:00 night, New York 9:33 a. m., Philadelphia 12:09 p. m. Baltimore 2:25 p. m., Washinge ton 3:46 p. m., Richmond 7:30 p. m., Petersburg 8:12 p. m., |Nore folk 2:20 p. m., Weldon 9:43 p. m., |Tarboro 6:01 p. m., Rock# Mount 5:45 a. m., leave Wilson 6:22 a. m., Goldsboro 7:01 a. m., Warsaw 7:53 a. m., Magnolia

DAILY No. 51-Passenger-Leave New except bern 9:20 a. m., Jacksonville Sunday 10:42 a. n. 2:40 P. M.

FROM THE SOUTH.

DAILY No. 4-Passenger-Leave Tage 12:15 P.M. pa 8:00 a. m., Sanford 1:50 p. m. Jacksonville 6:35 p. m., Savannah 12:50 night Charleston 5:30 a, m., Columbia 5:50 a, m., Atlanta 8:20 a. m., Macon 9:30 a. m., Augusta 3:05 p. m., Denmark 4:55 p. m., Sumter 6:45 a. m., Florence 8:55 a. m., Macon 9:34 a. m., Chadbourn 10:35 a.

m., Lake Waccamaw 11:06 a. m. Daily except Sunday. Trains on the Scotland Neck Branch Road leaves Weldon 4:10 p. m., Hallfax 4:28 p. m., arrives Scotland Neck at 5:20 p. m.; Greenville 6:57 p. m., Kinston 7:55 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:18 a. m., Weldon 11:33 a. m., daily

except Sunday. Trains on Washington Branch leave Washington 8:20 a. m., and 3:30 p. m., arrive Parmele 9:10 a. m. and 5:10 p. m., returning leave Parmele 9:35 a. m. and p. m., arrive Washington 11:00 a. m. and 7:20 p. m. Daily except Bunday. Train leaves Tarboro, N. C., dairy except Sunday, 5:30 p. m., Sunday, 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. m. Returning leaves Plymouth daily

except Sunday 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 a. m. Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 7:10 a. m. arriving Smithfield 8:30 a. m. Returning leaves Smithfield 9:00 a. m.; arrives at

Goldsboro 10:25 a. m. Train on Nashvile Branch leaves Rocky Mount at 4:35 p. m., arrives Nashville 5:05 p. m., Spring Hope 5:30 p. m. Returning leaves Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m., daily except Sunday. Train on Clinton Branch leaves Warw for Clinton daily, except Sunday. 11:15 a. m. and 4:10 p. m. Returning Florence Railroad leave Pee Dee 9:10 a

leaves Clinton 7:00 a, m. and 3:00 p. m. m., arrive Latta 9:30 a. m.. Dillon 9:42 a. , Rowland 10:00 a. m., returning leave Rowland 6:10 p. m., arrives Dillon 6:30 p. m., Latta 6:44 p. m., Pee Dee 7:08 p. m. Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive

Conway 1:00 p. m., leave Conway 2:45 p. m., Chadbourn 5:40 p. m., arrive Hub 6:20 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., arrive Lanes 7:48 p. m., leave Lanes 8:26 a. m., Manning 9:06 a. m., arrive Sumter 9:25 a. m. Daily. Georgetown & Western Railroad leave Lanes 9:30 a. m., 7:55 p. m., arrive George town 12:00 m., 9:14 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrives Lanes 8:25 a, m., 5:25 p, m. Daily except Sun-

Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Ch raw 10:40 a. m., Wadesboro 2:25 p. m. Leave Florence dany except Sunday 8:10 p. m., arrive Darlington 8:40 p. m., Hartsville 9:35 p. m., Bennettsville 9:36 p. m., Gibson 10:00 p. m. Leave Florence Sunday only 9:06 a. m., arrive Darlington 9:27 a. m.,

Hartsville 10:10 a. m. Leave Gibson daily except Sunday 6:15 m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:15 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 a. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:20 p. m., arrive Florence 7:00 p. m. Leave Hartsville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence

8:10 a. m. Wilson and Fayetteville Branch leave Wilson 2:96 p. m., 11:16 p. m., arrive Sel-ma 3:00 p. m., Smithfield 3:08 p. m., Dunn 3:50 p. m. Fayetteville 4:40 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smithfield 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m.

Manchester & Augusta Railroad trains leave Sumter 4:40 a. m., Creston 5:32 a. m., arrive Denmark 6:30 a. m. Returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Dally.

Pregnalls Branch train leaves Creston 5:45 a. m., arrives Pregnalls 9:15 a. m. Returning leaves Pregnalls 10:00 p. m., arrives Creston 3:50 p. m. Daily except Bishopville Branch train leave Elliott

11:10 a, m. and 7:45 p. m., arrive Lucknow 1:00 p. m. and 8:45 p. m. Returning leave Lucknow 6:05 a. m. and 2:00 p. m. arrive Elliott 5:25 a. m. and 2:00 p. m. Daily except Sunday.